Lloyd's Register

Rules and Regulations for the Classification of Naval Ships, January 2010

Notice No. 1

Effective Date of Latest Amendments:

See page 1

Issue date: February 2010

RULES AND REGULATIONS FOR THE CLASSIFICATION OF NAVAL SHIPS, *January 2010*

Notice No. 1

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Naval Ships, January 2010.* The amendments are effective on the dates shown:

Volume	***Part***	***Chapter***	***Section***	***Effective date***
1	1	1	5	1 March 2010
1	6	2	2	Corrigenda
2	7	1	18	Corrigendum
2	10	1	10	Corrigendum

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Naval Ships, January 2010* are to be read in conjunction with this Notice No. 1. The status of the Rules is now:

Rules for Naval Ships	Effective date:	January 2010
Notice No. 1	Effective date:	1 March 2010 & Corrigenda

Volume 1, Part 1, Chapter 1
General Regulations

Effective date 1 March 2010

■ *Section 5*

5.1 LR has the power to adopt, and publish as deemed necessary, Rules relating to classification and has (in relation thereto) provided the following:

(a) Except in the case of a special directive by the Board, no new Regulation or alteration to any existing Regulation relating to classification or to class notations is to be applied to existing ships.

(b) Except in the case of a special directive by the Board, or where changes necessitated by mandatory implementation of International Conventions, Codes or Unified Requirements adopted by the International Association of Classification Societies are concerned, no new Rule or alteration in any existing Rule is to be applied compulsorily after the date on which the contract between the ship builder and shipowner for construction of the ship has been signed, nor within six months of its adoption. The date of 'contract for construction' of a ship is the date on which the contract to build the ship is signed between the prospective shipowner and the ship builder. This date and the construction number (i.e. hull numbers) of all the vessels included in the contract are to be declared by the party applying for the assignment of class to a newbuilding. The date of 'contract for construction' of a series of sister ships, including specified optional ships for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective shipowner and the ship builder. In this section a 'series of sister ships' is a series of ships built to the same approved plans for classification purposes, under a single contract for construction. The optional ships will be considered part of the same series of sister ships if the option is exercised not later than 1 year after the contract to build the series was signed. If a contract for construction is later amended to include additional ships or additional options, the date of 'contract for construction' for such ships is the date on which the amendment to the contract is signed between the prospective shipowner and the ship builder. The amendment to the contract is to be considered as a 'new contract'. If a contract for construction is amended to change the ship type, the date of 'contract for construction' of this modified vessel, or vessels, is the date on which the revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder. Where it is desired to use existing approved ship or machinery plans for a new contract, written application is to be made to LR. Sister ships may have minor design alterations provided that such alterations do not affect matters related to classification, or if the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the ship builder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to LR for approval.

(c) All reports of survey are to be made by surveyors authorised by members of the LR Group to survey and report (hereinafter referred to as 'the Surveyors') according to the form prescribed, and submitted for the consideration of the Classification Committee.

(d) Information contained in the reports of classification and statutory surveys will be made available to the relevant owner, National Administration, Port State Administration, P&I Club, hull underwriter and, if authorised in writing by that owner, to any other person or organisation.

(e) Notwithstanding the general duty of confidentiality owed by LR to its client in accordance with the LR Rules, LR clients hereby accept that, LR will participate in the IACS Early Warning System which requires each IACS member to provide its fellow IACS members and Associates with relevant technical information on serious hull structural and engineering systems failures, as defined in the IACS Early Warning System (but not including any drawings relating to the ship which may be the specific property of another party), to enable such useful information to be shared and utilised to facilitate the proper working of the IACS Early Warning System LR will provide its client with written details of such information upon sending the same to IACS Members and Associates.

(f) Information relating to the status of classification and statutory surveys and suspensions/withdrawals of class together with any associated conditions of class will be made available as required by applicable legislation or court order.

(g) A Classification Executive consisting of senior members of LR's Classification Department staff shall carry out whatever duties that may be within the function of the Classification Committee that the Classification Committee assigns to it.

Volume 1, Part 6, Chapter 2
Design Tools

CORRIGENDA

■ *Section 2*
Structural design

2.8 Stiffening general

(*Part only shown*)

2.8.2 The requirements for section modulus, inertia and web area of stiffening members subjected to pressure loads are, in general, to be in accordance with the following:

where

p is the design pressure, in kN/m^2, given in Ch 3,4

ϕ_Z = section modulus coefficient dependent on the loading model assumption taken from Table 2.2.1

f_σ = limiting local stiffener bending stress coefficient for stiffening member given in Ch 5,3.1.1~~, column σ_x in Table 5.3.2~~

ϕ_I = inertia coefficient dependent on the loading model assumption taken from Table 2.2.1

f_δ = limiting inertia coefficient for stiffener member given in Ch 5,3.1.1~~, column f_δ in Table 5.3.2~~

ϕ_A = web area coefficient dependent on the loading model assumption taken from Table 2.2.1

f_τ = limiting web area coefficient for stiffener member given in Ch 5,3.1.1~~, column f_τ in Table 5.3.2~~

E, S, s, l_e, σ_o and τ_o are as defined in 1.3.1.

Volume 2, Part 7, Chapter 1
Piping Design Requirements

CORRIGENDUM

■ *Section 18*
Heat exchangers

18.1 General

18.1.6 Heat exchangers are to be capable of stable operation at their specified rating under all envisaged operating conditions, *see* Pt 1, Ch 2,4. Any degraded performance under extreme environmental operating conditions is to be stated by the manufacturer and included in the design statement required by ~~18.1.10~~ 18.1.11.

Volume 2, Part 10, Chapter 1
Electrical Engineering

CORRIGENDUM

■ *Section 10*
Electric cables and busbar trunking systems (busways)

10.1 General

10.1.3 Surveys of cables for electric propulsion systems ~~surveys~~ during manufacture and testing, *see* 1.3.3, are to assess compliance with the applicable International, National or Naval Standards and the application of an acceptable quality management system.

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